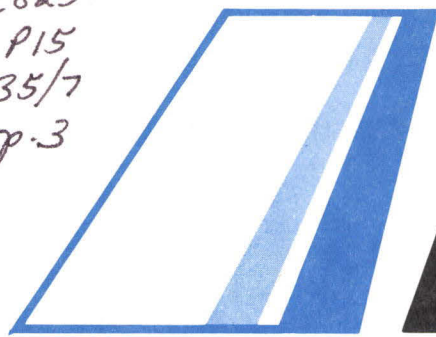


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JULY, 1983

FAA appoints test examiners for Sumter area

Mr. and Mrs. Alva Henry, Jr. have been appointed written test examiners for the Sumter area by the Columbia Flight Standards District Office, FAA.

Tests will be administered on the second Saturday of each month at the Sumter CAP hut, Sumter airport, and on the fourth Saturday of each month at the Florence Flight Service Station between 9 a.m. and 5 p.m. Call for an appointment.

Tests during other days and times may be arranged by calling 666-3123 during the day and 775-9146 at night.

The type of tests to be given are:

- Private Pilot - Airplane
- Commercial Pilot - Airplane
- Instrument Rating - Airplane
- Flight Instructor - Airplane
- Fundamentals of Instructing
- Flight Instructor Instrument - Airplane



Lake City Groundbreaking

Lake City officials broke ground last month for improvements at Cliff J. Evans Airport. The runway will be re-paved, lengthened by 700 feet and widened by 15 feet. The airport will also get a new taxiway, runway lighting and a radio beacon (NDB). Officials who helped obtain funding for the \$300,000 project are, from left, Jimmy Goff, South Carolina Aeronautics Commission; C.B. Askins, Lake City Airport Commission Chairman; Rep. Toy Nettles, D-Florence; C.J. Evans, former Lake City mayor; Carlton J. Gaskins, present mayor; K.G. Smith, Florence County Treasurer; Penn Rogers, State director of the FMHA and Bobby Griffith of the Pee Dee Council of Governments. The South Carolina Aeronautics Commission has granted the project \$150,000. (SCAC photo)

Mid-Air Collision Avoidance (MACA)

In the interest of flight Safety, the Aeronautics Commission and the Shaw AFB MACA Committee is providing information to the general aviation community about the concentration and activities of military air traffic in South Carolina.

Included in this issue is an article and three charts we feel are important. We recommend you save this issue for future reference and use the charts in your daily flight planning.

- **Low altitude activity increasing, page 2**
- **Shaw AFB airspace chart, page 3**
- **Military Training Routes, pages 4 and 5**
- **0-2 Operating areas, page 6**

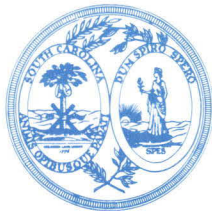
Safety seminar set July 12 at Aiken

Aiken Aviation and Les Hembel will sponsor a safety seminar Tuesday, July 12 at 7:30 p.m. at the Aiken Airport.

Henry S. Pflang, the new Accident Prevention Specialist from the Columbia Flight Standards District Office will be introduced at that meeting.

Jeff Griffith III, a Saluda Attorney, and Mr. Hembel will take part in this program. Interesting films will also be shown.

Upgrade your standing in the FAA Pilot Proficiency Award Program by attending this meeting. ➔



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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F-16 squadrons increase low altitude activity

1LT. Jim Owen
363rd TFW, Shaw AFB

Since the 363 Tactical Fighter Wing (TFW) recently became operational with their new F-16 Fighting Falcon Fighter, an increase in low altitude activity will be necessary to maintain their combat readiness. The 363 TFW, which currently has two squadrons of F-16s and one squadron of RF-4Cs, is located at Shaw AFB and has several training areas and routes in the skies over South Carolina.

In addition to the existing squadrons, the 363 TFW will be receiving an additional squadron of F-16s sometime next summer. McEntire Air National Guard Base is also in the process of converting from A-7Ds to F-16s. These new aircraft will further increase the current low altitude training.

In recent years Warsaw Pact countries have been supplied with increasingly more sophisticated air defense weapons. These surface to air weapons are able to track and shoot down aircraft well below 500 feet. This necessitates that our aircrews train at lower altitudes and higher airspeeds to survive should they be called to combat. Military Training Routes (MTRs) are established to permit the safe conduct of this type of training.

to .92 MACH

Military Training Routes are structured to permit military aircraft to fly below 10,000' MSL at speeds greater than 250 knots. They are designed to avoid population centers and recreation areas. Aircraft on MTRs can fly at high airspeeds (up to .92 MACH) and from 100' to 1500' AGL or higher if route restrictions or the mission requires.

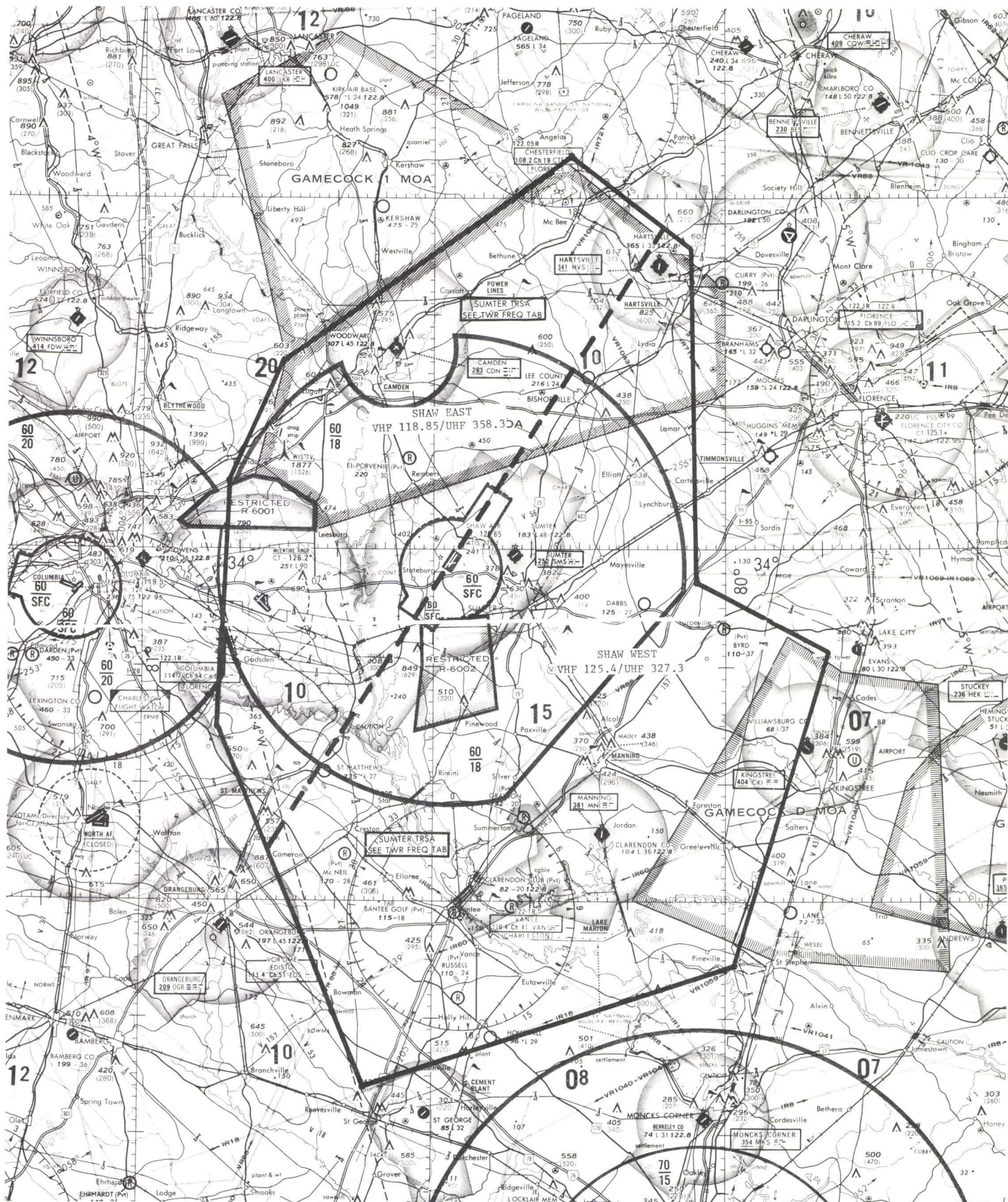
Fighter aircraft also use Military Operating Areas (MOAs) for simulated Ground Attack Training. South Carolina has two MOAs that are used for this training. These are Gamecock Charlie MOA, just to the southwest of Myrtle Beach and Gamecock India MOA, centered around Kershaw, SC.

A-10s from Myrtle Beach AFB and F-16s from Shaw AFB frequently train using Ground Attack tactics in the MOAs under the direction of O-2A Forward Air Control aircraft. These areas are extremely hazardous for civilian VFR traffic. When military aircraft are working in a MOA they are usually at high speeds and are concentrating on tactics that would be used in combat. These tactics frequently involve rapid changes in altitude and aircraft heading. While it is not forbidden for civilian VFR traffic to enter a MOA it is discouraged for safety reasons. Good common sense would dictate that aircraft not participating in this training stay clear as the potential for a mid-air collision is high.

Reduce Risk

Studies on mid-air collisions show that the vast majority of them occur at lower altitudes (below 8000') and in high density traffic areas. Here are several techniques that you, the pilot, can use to reduce the risk. (1) Become familiar with the locations of high density areas. This issue of PALMETTO AVIATION has charts that tell you where the military is operating. (2) Fly at as high an altitude as your aircraft and flight plan will permit. (3) File IFR or use VFR advisories. This will provide two benefits. First, you will help make other aircraft aware of your location (through center or approach/departure control advisories). Second, controllers can tell you where conflicting traffic is. Remember, however, that controllers can't keep track of all traffic, and they are only responsible for separating IFR traffic. (4) In general, do anything you can to make your position known to others. For instance, use your landing or taxi lights at lower altitudes. Use your radio to transmit your position in an airport environment on Tower, FSS, or Unicom frequencies. (5) If you see a military aircraft, look for others because they often fly in formation.

continued on p.7



Shaw AFB Radar Approach Control (RAPCON) Airspace

Shaw AFB recently enlarged the airspace belonging to Shaw Approach/Departure control to facilitate the increase in traffic using Shaw AFB. Contact Shaw Approach Control on the appropriate frequency for Stage III radar service. If you do not wish to use the service squawk the appropriate Mode 3 Code (and Mode C if available).





SHAW AFB MILITARY TRAINING ROUTES (MTRs) IN SOUTH CAROLINA

MTRs - Utilized by nearly all types of military aircraft

ALTITUDE - Generally 100' to 1500' AGL with variation to higher altitudes depending on route restrictions and mission requirements

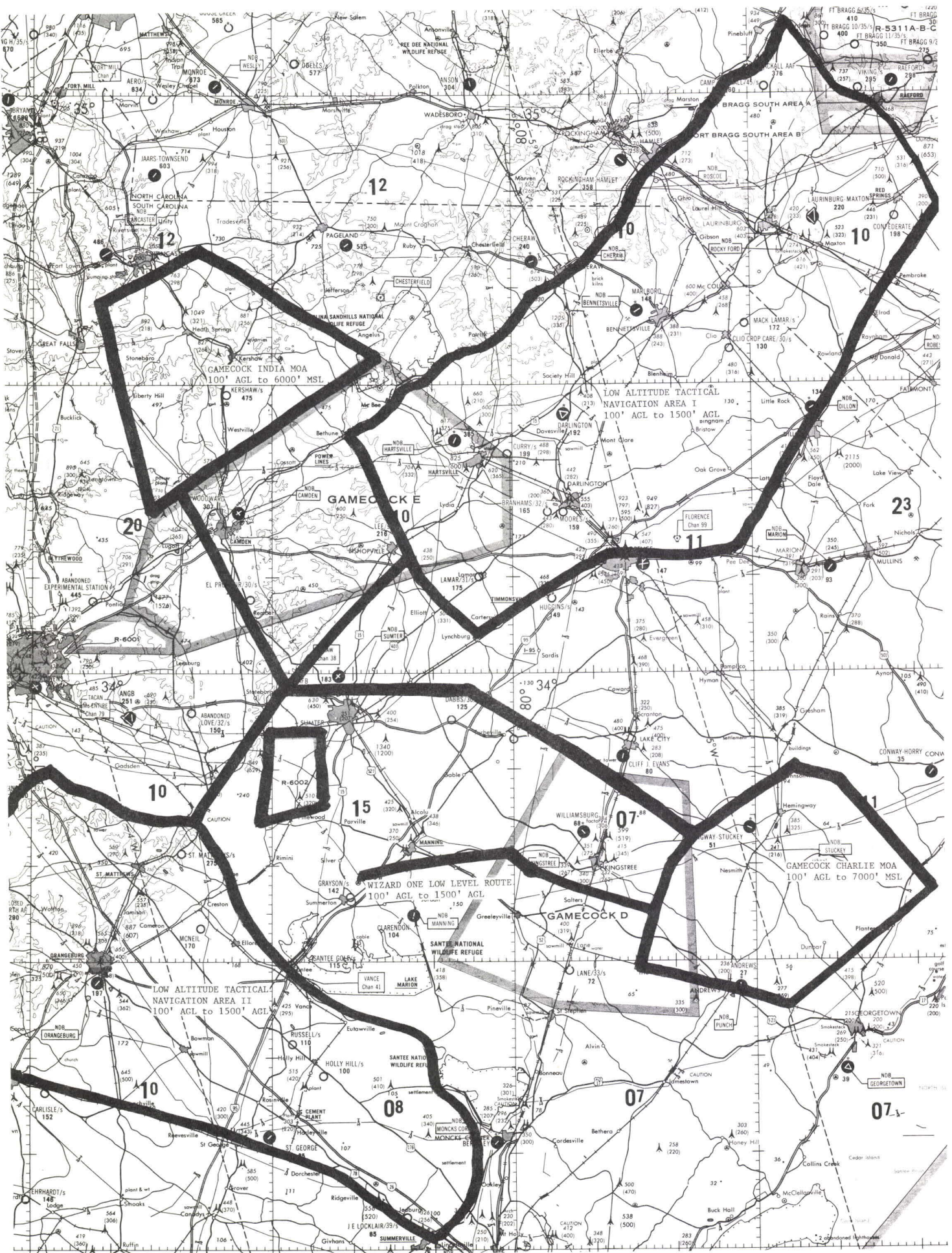
SPEEDS - From 360 to 600 knots

DIRECTION OF FLIGHT - In alphabetical sequence along the route

IR ROUTE - Instrument Flight Rule Military Training Routes are flown under IFR regardless of weather conditions

VR ROUTE - Visual Flight Rule Military Training Routes are flown in visual meteorological conditions only

VR 1059 - Not in effect until 6 Aug. 1983



—NOTAM— Owens Field closed for night operations

Pilots take note!

Owens Field has been closed for night operations. The pavement and lights on runway 33 have been removed to make way for a new 4,600 foot runway which is now under construction. (Photo, right)

Please attempt no landings at Owens Field at night until further notice. ➔



Aircraft For Sale

Sealed bids will be opened at 1 p.m. July 22, 1983 at the South Carolina Surplus Property Warehouse, Boston Avenue, West Columbia, S.C. 29169, for the following equipment owned by the state of South Carolina:

- (1) C-47 Aircraft, serial #19731
- (7) Pratt-Whitney aircraft engines

Contact Tom Rayfield at 803/758-2626 for bid document.

Shaw AFB O-2 operations

O-2 Forward Air Control aircraft (twin engine Skymasters) assigned to the 21 Tactical Air Support Squadron operate in the Gamecock Military Operations Areas (MOAs) with flights of high speed fighter aircraft. These missions include simulated attacks on ground targets and aerobatic maneuvers. MOAs are designated for these nonhazardous activities, which by virtue of the maneuvers involved, reduce the pilots capability to see and avoid other aircraft. MOAs are charted to allow nonparticipating VFR traffic the opportunity to avoid these areas, thus reducing a hazardous mid-air collision potential. ➔

Walterboro FBO plans air show, grand opening

A special day is planned at the Walterboro Airport Sunday, July 24th to celebrate the grand opening under new management.

Barry Cullop, the new FBO, wants to invite all who would enjoy an airshow and static displays to come that day. The gates open at 10 a.m. and the airshow, featuring Kim Pearson, Bobby Jonte and Danny Byrum, will be from 2 until 5 p.m. Barbecue and other concessions will be available. Admission is \$3 for adults and \$1.50 for children. Children under six will be admitted free.

Cullope offers A & P maintenance, fuel and other services. ➔

Low Level flying on increase

continued from p.2

(6) Finally, and most important, develop an effective scanning pattern that will help you see other traffic.

SCAN pattern

Whenever you fly VFR (or are clear of clouds when on an IFR flight plan), you have the most interest in your safety. Don't count on others to relieve you of this responsibility. A suggested pattern that works is to concentrate on the area 90° either side of your aircraft heading and 15° above and below the horizon. Start your scan at one extreme of the 180° arc in front of you. Taking the first 15° segment, focus on the horizon (or any fixed point) within that 15° segment. This will enable you to discern any movement within that segment. Work your scan around the entire 180° arc, taking time as required to scan your instruments. Remember, continue your scan for other aircraft as long as you are in VFR conditions.

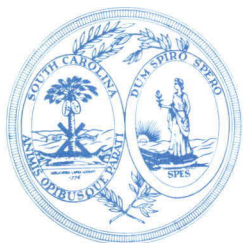
South Carolina is proud and very fortunate to have as many military flying units as they do. This brings with it the awesome responsibility for both military and civilian aviators to use extreme diligence to avoid potential mid-air collision hazards. We must work together to keep the skies over South Carolina safe for all its users. If you should have any questions or desire more information you can contact the 363 TFW Airspace Management Office at (803) 668-8110. ➔

**Breakfast
Club**



The S.C. Breakfast Club will meet at the following Airports in July and August:

- | | |
|------------------|---|
| July 3 | Woodward Field
Camden |
| July 17 | Daniel Field
Augusta, Ga. |
| July 31 | Bamberg Airport
Bamberg |
| August 14 | Jekyll Island Airport
Jekyll Island, Ga. |



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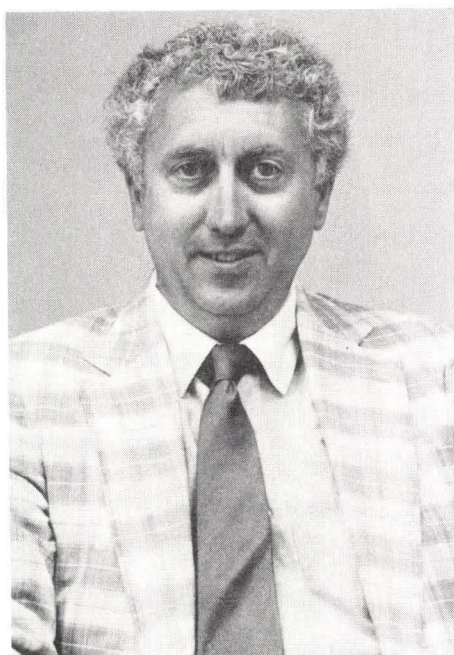
New color film may be damaged by x-rays

The Federal Aviation Administration is warning airline passengers that Kodak's new high speed color film could be damaged by the x-ray machines used at airport security check points. It recommends that the film be removed from carry-on luggage before it is x-rayed.

The film is a color print film with an ASA speed rating of 1,000. At that speed, it is sensitive enough to be affected by the low-level of x-ray energy used in the screening process.

The warning is being incorporated in the "Federal Safety and Security Inspection Rules" sign that FAA requires airlines to post at airport screening points. The part of the sign advising passengers to remove x-ray and scientific film from their carry-on luggage because of possible damage has been changed to include high speed film. The sign also notes that x-ray inspection will not affect ordinary undeveloped film.

In addition, the sign advises passengers that they can request and get a hand search of their film and cameras if they are concerned about x-ray damage. ➔



**Jimmy
Goff**

Jimmy Goff resigns as planning director

Jimmy Goff, Assistant to the Director for Airport Planning and Development, has resigned from the Commission to accept a position with a Florida consulting engineering firm.

Goff will join the firm of Post, Buckley, Schuh and Jernigan July 5 as manager of Airport Services. He will be working out of the Orlando

office.

Goff joined the Aeronautics Commission in March of 1977 as Airport Planner. Under his direction, the department grew to include two full time planners with responsibility for the Airport State System Plan and the FAA 5010's. He was named Assistant to the Director in 1982. ➔

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.